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1. This Office Action is an answer to an Amendment to the Claims filed on 5/27/2011.
2. Claims 11-21 are pending.

*Allowable subject matter*

3. Pending claims 11-21 are patentable over Hac et al., (US Pat. 7,016,783), because this prior art does not make obvious a safety system corresponding to an accident avoidance system for a motor vehicle, comprising: at least one detection unit for detecting internal and external conditions including vehicle parameters and a vehicle environment; at least one evaluation unit, wherein:

the at least one evaluation unit compiles conditions detected by the at least one detection unit in the form of data and information, the at least one evaluation unit evaluates the detected conditions with respect to a hazard potential, the at least one evaluation unit determines from the data and information at least one driving variation, the determination including determining which corresponding to at least one of at an optimal avoidance trajectory and at least one automatic emergency braking action is warranted, and when or after an operator of the motor vehicle initiates a driving maneuver corresponding to one of an avoidance maneuver and an emergency braking maneuver, the at least one evaluation unit outputs to the operator an optimized form of specifies the driving maneuver corresponding to the optimal one of an optimal avoidance trajectory, in an instance where the at least one evaluation unit determines that the optimal avoidance trajectory\_ is warranted; and at least one of outputs to the operator a warning and initiates the at least one automatic emergency braking action, in an instance where the at least one evaluation unit determines that the at least one automatic emergency braking action is\_warranted, wherein the steering system informs the operator of the

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optimal avoidance trajectory of one of an induced steering torque and an applied steering torque, at least one haptic signal corresponding to one of at least one oscillation and at least one vibration, and an induced additional steering angle implemented by superimposed steering.

*Conclusion*

4. Claims 11-21 are allowed, they are renumbered as claims 1-11.
5. Any inquiry concerning this communication or earlier communications from the examiner should be directed to CUONG H. NGUYEN whose telephone number is 571-272-6759 (email address: cuong.nguyen@uspto.gov). The examiner can normally be reached on 8:30 am - 4:30 pm.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, THOMAS G. BLACK can be reached on 571-272-6956. The Rightfax number for the organization where this application is assigned is 571-273-6956.

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/CUONG H. NGUYEN/  
Primary Examiner  
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